

What is claimed is:

1. A method for controlling an internal combustion engine, wherein a first quantity characterizing the actually injected fuel amount and a second quantity characterizing the desired amount of fuel to be injected are determined on the basis of performance characteristics, the first quantity being compared to the second quantity and this comparison being able to be used to define a first correction value for correcting a fuel amount and a second correction value for correcting an air amount, the first correction value being limited to a maximum value.
2. The method as recited in one of the preceding claims, wherein the first and/or the second correction value is/are adapted.
3. The method as recited in one of the preceding claims, wherein the maximum value is definable as a function of performance characteristics.
4. The method as recited in one of the preceding claims, wherein the first and/or second correction value is/are saved as a function of performance characteristics.
5. The method as recited in one of the preceding claims, wherein the second correction value is time-delayed with respect to the first correction value.
6. The method as recited in one of the preceding claims, wherein the cylinders of the engine are divided into at least two groups, and different, second correction values are defined for the different groups.
7. A device for controlling an internal combustion engine having means, which determine a first quantity characterizing the actually injected fuel amount and a second quantity characterizing the desired amount of fuel to be injected on the basis of performance characteristics, and which compare

the first quantity to the second quantity and use this comparison to define a first correction value for correcting a fuel amount and a second correction value for correcting an air amount, limiting means being provided for limiting the
5 first correction value to a maximum value.